

**Wisconsin Diesel Truck Idling Reduction Grant Program
Frequently Asked Questions
2011-2012**

1. If I'm eligible for more than one idle reduction unit, do I have to purchase different types and from different manufacturers?

Answer: NO. Due to recent changes in the budget the requirement for the applicant to purchase more than one type of idle reduction technology has been eliminated. Applicants can choose any idle reduction technology they want. You may choose US Environmental Protection Agency (EPA) or California Air Resources Board (CARB) verified technologies (not required). Examples of idling reduction technologies include, but are not limited to: • Auxiliary Power Units (APU) • Battery Powered Air Conditioning Systems (BP) • Direct Fired Heaters/Bunk Heater Units (DFH) • Energy Recovery Systems/Thermal Storage Systems (ERS/TSS)

EPA's list: <http://www.epa.gov/otaq/smartway/transport/what-smartway/verified-technologies.htm#idle>

CARB's list: <http://www.arb.ca.gov/diesel/verdev/vt/cvt.htm>

2. How much funding is available during the 2011 funding cycle?

Answer: The Department of Safety and Professional Services (DSPS) anticipates awarding one million dollars in grants during the 2011 funding cycle.

3. Is there deadline to submit applications?

Answer: Yes. Applications are due to the Wisconsin Department of Safety and Professional Services by 4:00 P.M. Central Standard Time (CST) on **August 26, 2011.**

4. Who needs to fill out and sign the Price Quote (attachment C)?

Answer: The vendor price quotes must be filled out and signed by the idle reduction equipment vendor and must contain the base cost of the unit and installation. This means there should NOT be any extra costs on the quote. (e.g. shipping costs, etc.). If the vendor would still like to include their own quote that lists available options, they may do so as long as the motor carrier submits the completed Vendor Price Quote Form attached to the application with base costs identified.

Applications that don't include a base cost and installation cost separately will be deemed incomplete, so it is important that idle reduction vendors provide the two costs separately.

5. Are leased trucks eligible?

Answer: No. Leased vehicles will not be eligible for funding this year. Fleets must own (possess titles) and operate the truck-tractor for which they are applying.

6. What if I bought my idle reduction unit(s) before July 1, 2011, can I still apply for a grant?

Answer: No. The grants are intended to function as incentives for purchasing and installing the equipment under prescribed conditions and not to be used as rewards or reimbursements for prior purchases.

7. What if I have questions while filling out applications?

Answer: Contact Jean Beckwith, Program Manager, at Jean.Beckwith@Wisconsin.gov or (608) 261-2517 for assistance filling out applications.

8. If I am an owner operator who resides in Wisconsin, but I work for a fleet ("leased to"), am I still eligible?

Answer: Motor carriers headquartered in Wisconsin that own and operate their 1999 or newer truck tractors and meet all other eligibility requirements are eligible for funding.

9. Are rebuilt engines eligible?

Answer: Yes, if the original engine was manufactured in 1999 or is newer.

10. What happens if I'm awarded grant coverage and the truck tractor is involved in an accident within the first year?

Answer: Notify DSPS immediately. If the idle reduction unit is still functioning properly the motor carrier could install the unit on another truck tractor. If the unit cannot be saved, the truck owner must provide the department with proof by submitting documentation that shows the truck tractor and unit are no longer in working condition.

11. Will the grant cover self-installations made by grant recipients?

Answer: Yes, if approved by DSPS. The person installing the unit must be a properly trained mechanic (certified). If the idle reduction unit is installed by someone who is not certified, the motor carrier would have to get the idle reduction unit inspected by a certified installer at their own expense and submit to DSPS an inspector's record/log stating the unit was installed properly.

Motor carriers should keep in mind that warranties could be voided if the installation is not performed by the idle reduction vendor.

12. Once I submit my application, can I go ahead and purchase an idling reduction unit?

Answer: Yes, but applicants who choose to purchase idle reduction units prior to receiving grant approval documents do so at the risk of not being funded. Only purchases incurred on or after July 1, 2011 are eligible for grant coverage during the 2011 funding cycle.

Please note that all grant recipients must conduct a pre-installation engine download.

13. If my fleet information takes up more room than what's available on the application, can I include an excel spreadsheet?

Answer: Yes, as long as the attachment (spreadsheet) provides all the information that is asked for on the application (Section 3 – Truck Information). DSPS has made available an excel spreadsheet for further truck information on the departments webpage.

14. What happens when an application is submitted using the wrong form?

Answer: Applications submitted to DSPS on invalid forms or that are incomplete are considered ineligible for grant coverage.

15. The registration on my truck-tractor is not in the state of Wisconsin. Am I still eligible?

Answer: Yes. Wisconsin motor carriers do not have to have their truck tractors registered in Wisconsin, but the applicant needs to be headquartered in Wisconsin and meet all other eligibility requirements.

16. Once I am selected for a grant, does the contract need to be signed by a certain date?

Answer: Yes. Grant recipients need to sign and return the contract within 30 days from the award date. Request for disbursements in addition to paid invoices must be signed and returned to the Department of Safety and Professional Services 120 days from the award date. The department may grant a 20 day extension if requested by the motor carrier.

17. What costs are eligible?

Answer: Motor carriers are eligible for up to 50% reimbursement for the purchase and installation of idling reduction equipment. Base costs are reimbursed.

18. What costs are ineligible?

Answer: Ineligible costs include, but are not limited to:

- a. The cost of shipping an idling reduction unit from the manufacturer to the facility where the unit will be installed.
- b. The cost of operating an idling reduction unit.
- c. The cost of maintaining an idling reduction unit.
- d. Self installation of idling reduction equipment unless approved by Commerce.
- e. Accessories that are in addition to the basic idle reduction unit (e.g., chrome exhaust, etc.)

19. Are all truck tractors eligible under this grant program?

Answer: NO. Only heavy duty truck tractors with 1999 or newer diesel truck engines. Rebuilt engines are eligible, but the original engine model year must be 1999 or newer. The following table identifies how many truck tractors could be funded:

Applicant's number of Eligible (1999 or newer engine) Truck Tractors	Total Number of Eligible Units Funded
1	1
2 to 10	2
11 to 50	2, or 10% of the applicant's number of eligible truck tractors, whichever is greater
51 to 250	6, or 7% of the applicant's number of eligible truck tractors, whichever is greater
251 to 500	18, or 6% of the applicant's number of eligible truck tractors, whichever is greater
501 to 2,500	30, or 5% of the applicant's number of eligible truck tractors, whichever is greater
Over 2,500	125 or 3% of the applicant's number of eligible truck tractors, whichever is greater
Note: No one applicant can receive more than 20% of the available funds	

20. What requirements must I meet to be eligible under this grant program?

Answer: An eligible applicant (must meet all):

- Is a common, contract or private motor carrier that transports freight.
- Is headquartered in the state of Wisconsin.
- Pays at least 50% of the eligible costs for each idling reduction unit covered by this grant (cannot use other state or federal grant funds as match).
- Agrees to collect and report information relating to the operation and performance of each idling reduction unit covered under this grant.
- Own and operate the truck(s) in which an idle reduction unit will be installed with Commerce funding or in the case of leased trucks, have truck owner's approval to install idle reduction technologies on their equipment.

21. What are the reporting requirements if I receive grant coverage?

Answer: Grant awardees are required to submit pre-installation (baseline) six and twelve-month reports. The reports must be taken from an on-board electronic record (e.g., ECM download). The six month report will NOT require and ECM download.

22. If I've received Wisconsin Diesel Truck Idling Reduction Grant Program funds in the past am I still eligible to receive funds in 2011?

Answer: YES. Cumulative maximum provisions (i.e., lifetime caps) are not applicable to this grant program.

23. What is the definition of being headquartered in Wisconsin?

Answer: The applicant's principal central administrative office is located in Wisconsin, or the applicant's business pays at least 80% of its payroll to employees employed in Wisconsin.

24. Are idle reduction technologies that include diesel exhaust retrofit technologies, such as diesel particulate filters, eligible for funding under this program?

Answer: Yes. Idle reduction technologies that are purchased with diesel particulate filters included with the same sale are eligible for funding. Accessories and add-on options are not eligible for funding (e.g., chrome exhaust).

25. I want to include 2011 diesel truck tractors on my application for funding, but I don't have Vehicle Identification Numbers (VINs) yet. Will my application still be considered?

Answer: Yes. Those using new 2011 tractors can submit VIN information at a later date. When filling out the application, simply write "new truck unknown VIN" on Attachment C Vendor Quote sheet.